



# 2010 Season Review



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The 2010 season started on a high, despite the global financial crisis the Team were lucky to retain the support of all their existing sponsors and to gain the backing of Millers Oils.

We chose to chase down two championships, the high profile Dunlop Motorsport News Championship in which we are currently the only Mini participant, and the South of England based SEMSEC Saloon and Sports Series, where our Metro was to play a key role.

Due to several rule changes the Clubman had moved up into the 3ltr Class of the DMN Championship. With Bill once again having the role of KAD works driver, he, lifelong sponsors Piper Cams and KAD all worked together to further develop the 1480cc 16v engine in preparation to do battle with potentially much more powerful opponents. Further tyre development from Avon Tyres combined with Bill's talent for modifying and dialling in suspension would also ensure the increased power and torque would be put to good use.

Our ever strengthening relationship with Minispares saw many new parts supplied and during the year the Mini was used to develop and test parts prior to general sale. Owendens would again take care of the annual tyre budget and worked with Road Runners to ensure there was always a fresh supply of the right rubber correctly fitted to the various sets of wheels. Some TLC in the body shop at MC Motors ensured the Mini was a credit to the Team and her sponsors as she headed to the first round at Brands Hatch. The Team were not disappointed and duly rewarded with two Class wins and 54 points.

During a hectic day Bill also raced the Metro in the South East based SEMSEC Sports and Saloon Series. It had been awhile since the Metro had turned a wheel because considerable work by the team and fellow racer Pete Wilkinson was required to replace the now very tired Cosworth/Mini engine with a superbly tuned new Duratec unit. Continual development necessitates many custom parts and these were expertly crafted by Bribar Engineering to Bill and Pete's designs. PowerSpeed Auto stepped in to fabricate a clever new exhaust, so now ready Bessie returned to the circuit for her first full seasons racing and as ever wowed the crowds.

A buoyant team eagerly awaited their return to Brands Hatch in April. However, their fortunes were to change dramatically during the 4th round of the DMN. The Clubman was caught up in a high-speed accident on the pit straight.





The fantastic Medical Team and Marshals carefully extracted a badly injured Bill from the wreckage and rushed him to hospital where he received treatment for fractured ribs, concussion and serious lacerations.

With a shaken, but very grateful Team receiving a deluge of messages of support and offers of help from around the world, Bill began co-ordinating the build of a new car from his hospital bed. Minispares sourced a new Heritage body shell and Piper Cams and KAD started work on the engine, which had survived the 125mph impact with a Honda Civic and the pit wall. Friends and colleagues worked tirelessly, Avon replaced the ruined tyres, Mike at MB Wheels spun his magic to repair the rims and slowly a new car began to take shape. The aim was to debut the new car at the DMN televised race at Mallory Park, however, this proved to be overambitious and another two rounds were missed as both car and driver continued recovery.

With the fantastic support of Sponsors and friends the new Mini finally made her debut at Lydden Hill only two months later. A still recovering Bill took the untested car to a Class win, 2nd overall and a new lap record. A phenomenal achievement, and a testament not only to Bill's skill as a driver but to the quality of the components and workmanship used in the build.

Both cars continued to perform well as the season progressed, with the Clubman taking another Class lap record at Snetterton. The action regularly involved enthralling battles with Peugeot's 205 & 306 and a Renault Megane. Titanic struggles with more powerful machinery such as turbo charged Golfs, Imprezas and Cosworths usually ended in favour of the crowd pleasing Mini with Bill often receiving "Driver of the Day" award for his performances ! The Metro, not to be outdone fought valiantly with outright wins at Lydden , however the run down to the first corner still needs some work !

Often overshadowed by her two high profile stable mates, the Tintop Mini had a her day in the sun at the Castle Combe Action Day, helping Bill and the Team raise £300 for the RNLI.

The season ended as it began, at Brands Hatch and on a high. Interspersed with the Truck Racing the Mini found itself on packed grids overlooked by huge crowds, unfortunately two uncharacteristic DNFs dampened the atmosphere just like the late October weather. However the Metro won Class 2 of the SEMSEC Sports and Saloons, and despite missing four rounds mid season, Bill and the new Mini became the 2010 DMN Class C Champions, with just a little help from the points collected by an old friend in March.....





January  
February  
March  
April  
May  
June  
July  
August  
September  
October  
November  
December

# 2011

*the year ahead*

2010 brought us many challenges, not only on the race track but off it. Together we've all learnt from the harsh eventualities and we're now stronger for it, both mentally and physically.

With this in mind we've decided to raise our profile even higher and compete in more championships than ever before in the history of Bill Richards Racing. And fresh from the launch of our acclaimed new website we have more exciting ideas for the coming year to reach out to new readers.

The Clubman will enjoy chasing down two high profile championships, namely the Dunlop Motorsport News (DMN) championship and the BARC Classic Thunder series.

The DMN consists of 10 rounds and often plays support to the increasingly popular Delphi Truck Racing event, which regularly attracts thousands of race goers. This year it is also hoped that the newly redeveloped Snetterton circuit will play host to a live televised round.

The BARC Classic Thunder series visits many of the country's popular circuits that are crowd favorites. This series will see the Clubman tested against a more varied field, perfect to entertain with the giant killing drives that have come to characterize Bill's racing over the years.

Where dates clash we would favour the DMN series.

The Pride of our fleet, 'Bessie' the Cosworth Metro will contest the South East of England based SEMSEC series. Primarily based at the Lydden Hill circuit in Kent, this series consists of 14 races and promises to offer truly exciting racing at one of the best spectator circuits in the country.

Our full liveried Track-day Car (fitted with passenger seat and harness) will make appearances in every PR event possible in our hectic calendar, this will include charity rides in aid of the RNLI at the Miniworld Action Day, the BHP Performance shows and regular Lydden Hill track days, where Bill is always on hand to offer expert tuition.

In January of every year Bill swaps his race cars in favour of his Mk1 Cooper S Historic Rally Car. This annual outing to compete in the world famous Monte Carlo Rally, draws lots of media interest throughout Europe for the duration of the rally, especially given the history the classic Mini has with this event.

So it promises to be another exciting year..

*Bill*

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leading the field  
...as usual



we are extremely grateful  
to all our Sponsors  
for their continued  
help and support

without you  
we would not have  
achieved so much

**Thank you all**  
Bill & the Team  
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